Damage to railways and passengers due to overloading

2114. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) while welcoming the earning of profit by Railways whether it is a fact that the safety and security of passengers and others are undermined by overloading of trains/wagons, overloading of tracks and bridges by adding frequency of trains and increasing the speed of trains, etc.;

(b) the details of death toll of passengers and other and damages due to Railway accidents during the last 3 years; and

(c) the various measures undertaken in this context in the recent past to avert death injury and damages?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Continuous efforts are made to check overloading of wagons. Frequency and speed of trains are increased only when suitable infrastructure is available.

(b) Total number of passengers and other killed in consequential train accidents during the last three years and the cost of damage to Railway property are given below:

Year	No. of accidents	Number of persons killed		Total killed	Cost of Damage (Rs. in crores)
		Passengers	Others		
2004-05	234	50	186	236	29.4
2005-06	234	168	147	315	41.66
2006-07*	195	36	167	203	43.55

* Figures are provisional.

(c) All possible steps are undertaken on a continuing basis to prevent accidents. These measures include timely replacement of over-aged assets, installations of weighbridges to check overloading of wagons, adoption of suitable technologies for up-gradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives and inspections at regular intervals to monitor and educate staff for observance of safe practices. As a result, there has been a decline in the number of accidents from 234 in 2004-05 to 195 in 2006-07.

Railway security fund

†2115. SHRI AJAY SINGH CHAUTALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the budget for the year 2005-06, Railway Security Fund was of Rs.3645 crores;

(b) whether the above said fund has been curtailed to Rs.2240 crores in the budget for the year 2006-07;and

†Original notice of the question was received in Hindi.

(c) if so, what are the reasons of this curtailment whereas the number of rail accidents are continuously increasing every year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) There is no fund with the name 'Railway Security Fund' on the Railways. However, Special Railway Safety Fund (SRSP) with a corpus of Rs.17000 crore has been created with effect from 2001-02 for a period of six years for financing renewal and replacement of over-aged assets existing as on 1.4.2001. The provision made under SRSP since 2001-02 is as follows:–

(Rs.in Cr.)

	Budet Estimate	Revised Estimate	Actual Expenditure
2001-02	–	1400.00	1434.28
2002-03	2210.00	2310.00	2486.31
2003-04	2310.66	2350.66	2583.77
2004-05	2933.00	3645.00	3677.78
2005-06	3522.00	3010.00	2783.14
2006-07	2240.00	2153.00	1955.60 (Provisional)
2007-08	1882.00	–	–

Allotment of funds and expenditure under SRSP is based upon phasing of investment required to replace assets within the total amount of Rs.17000 crore. There has, however, been no curtailment of funds.

(c) Does not arise. However, there has been a consistent reduction in number of accidents over the years as is clear from the following table–

Year	Number of accidents
2001-02	415
2002-03	351
2003-04	325
2004-05	234
2005-06	234
2006-07	195

Survey for gauge conversion

†2116. DR. PRABHA THAKUR Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway lines proposed to be surveyed for gauge conversion in the rail budget of 2005-06 and 2006-07;

(b) the time limit fixed for completing the survey for said gauge conversion; and

†Original notice of the question was received in Hindi.